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Hongkong Daily Press

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HONGKONG, WEDNESDAY, AUGUST 26TH, 1896.

三年

英一千九百零八年六月廿六號

PRICE \$21 PER MONTH

SHIPPING.

ARRIVALS.

Aug. 25, ANCONA, British str., 1,653. W. D.

Middle Tennessee, 18th August, General.

P. & O. S. N. Co.

Aug. 25, HAWAII, British steamer, 2,046. E.

Street, Shanghai, 22nd August, General.

P. & O. S. N. Co.

Aug. 25, MYSORE, British str., 1,816. M.

Gardner Foochow, 23rd Aug., General.

BUTTERFIELD & SWINE.

Aug. 25, EMPIRE OF INDIA, British str., 3,003.

Shanghai, 23rd August, General.

SHANGHAI, British str., and General.

CANADIAN PACIFIC R. Co.

Aug. 25, GLACIER, British str., 3,339. J. Bar-

rie, Liverpool and Singapore 15th Aug.,

General.—BUTTERFIELD & SWINE.

Aug. 25, PAUL REVERE, Amer. ship, 1,961.

Mullin, Shanghai 14th August, General.

CARLOWITZ & CO.

CLARANCES.

AT THE HARBOUR MASTER'S OFFICE.

25TH AUGUST.

Cuttering Apcar, British str., for Singapore.

Tuckioo, British str., for Hongkong.

Honor, French str., for Holloway.

Doria, British str., for Nagasaki.

DEPARTURES.

Aug. 25, MERIONETHSHIRE, British str., for Yokohama.

Aug. 25, KWONG SANG, British str., for Amoy.

Aug. 25, CROWN DOWNGATE, Amer. ship, for Amoy.

Aug. 25, ARAMON, British str., for San Francisco.

Aug. 25, CANTON, British str., for Yokohama.

Aug. 25, CATHERINE Apcar, British str., for Calcutta.

Aug. 25, FORMOSA, British str., for Swatow.

Aug. 25, MANOU, French str., for Hongkong.

Aug. 25, TAICHOW, British str., for Bangkok.

PASSAGERS.

ARRIVED.

For BEIJING, str., from Shanghai for Hong-

kong.—MESSRS. S. MARCUS and W. VAN COR-

AND MISS SIMONE, For Singapore.—MR. G.

MACNALLY, For London.—MR. PETER MAC-

CUN.

For ANZONA, str., from Yokohama for Hong-

kong.—MR. and MRS. MULDOON and MESSRS.

WAKEHAM, COULEY, LAPSEY, WOLF, YEW CHAN,

P. SHAFTELEY, C. DAVIDSON, FORDELL, LARSEN,

POBORG, HANSEN, BORNSTEIN and CHRISTOFORUS,

and CAPT. KNECHTEL.

For TAIPEI, INDIA, str., from Vancouver,

Mr. and Mrs. LOU KING, MESSRS. CHIN,

HO, TAU SUN WAN, F. F. JAMES, H. B. HI-

CHING, H. MORRIS, R. C. HOPKINS, R. HOMERSON,

Major PEPPERTON, Mr. M. E. S. SASOON, Mr.

and Mrs. SANDENHAM, MESSRS. F. W. CARY, W.

Powell, and F. DALLAS.

DEPARTURE.

Per DORIS, str., for Singapore.—MR. F. A. G.

ELLIOTT, Mr. OHIO, Mr. YOKOHAMA, Surgeon.

Major JAMES, LIEUT. VOTAN, MR. E. C. WOOD,

For SAN FRANCISCO.—MR. G. S. NORTHCOAT.

Per CATHARINE Apcar, str., for Singapore.

Messrs. HYDE ALI, LEUNG CHAN, CHAN SANG,

MR. AH TIN, MR. AI YEE, MR. MCLENGHAN,

MR. CHAN LUK TAN, MR. LIU FEEW, MRS.

PAIG SZE, MRS. LO SZE, MR. HU HING, and

LAM CHAN, For CALCUTTA.—ASSIST. SURGEON L.

H. CLARK, and SUNDAY, DR. KUAN KUAN.

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INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, STRAITS, &c. &c.

FOR 1896.

With which is incorporated
THE CHINA DIRECTORY.

THIRTY-FOURTH ANNUAL ISSUE,
and will be found, as usual, to show an advance
on preceding years both in fulness and accuracy
of information.

The DIRECTORY covers the whole of the
ports and cities of the Far East, from Pernambuco to
Vladivostock, in which Europeans reside.

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the latest improvements in the trade.

The Purest Ingredients only are used, and
the utmost Care and Cleanliness exercised in
the Manufacture throughout.

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Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Expenses when required in good order.

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Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
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No Credit given for Bottles that look dirty
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Aerated Water, as such Bottles are never used
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A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

NOTICE TO CORRESPONDENTS

Copy of all correspondence relating to the news columns
should be addressed to THE EDITOR.

Correspondents forwarded their names and addresses
with communications addressed to THE EDITOR, not
for publication, but for insertion in the columns of the paper only.

No anonymous signed communications that have
already appeared in other papers will be inserted.

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the supply of illustrations, one hundred and ten
Telegraphic Address PRINCE-A.B.C. Cables.
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The Daily Press.

HONGKONG, AUGUST 26TH, 1896.

The statement made by The Times that
Lord SALISBURY has informed Li Hung-
chang he is in favour of the principle of in-
creasing the tariff of duties on imports into
China, but that he must consult the Cham-
ber of Commerce in Shanghai and elsewhere
before giving his consent, is satisfactory, as
confirming the pledge given by the noble
Lord to the Chinese Association, dated the
2nd July, "that no change shall be made
in existing Treaties without previous
reference to those who are specially in-
terested in the importation of British
goods into China." We trust, however,
that no revision of the tariff will be con-
sented to unless and until other demands
which have been put forward shall have
been conceded by China. The Burmese
frontier question, the rectification of the
boundaries of this colony in compensation for
the cession of the Shan State to France
by the Peking Government, and the opening
of the West River and other inland
waterways of South China to foreign trade
and steamer navigation are matters that
should all be definitely settled before the
revision of the tariff comes into discussion.
No doubt Li Hung-chang and the Minis-
ters of the Taung-Yuen would like to
put this question into the forefront and make
its concession the condition for agreeing to
other demands, but we hope Lord SALISBURY
will firmly refuse to allow the negotiations
on this subject to be hampered with any
other issues. The concession in no case
could be entertained, unless the Chinese
Government are prepared to give guarantees
that the single levy will clear the imports of
all further exactions and make them free to
go through any part of the Chinese Empire.
This is the position that should be
taken up, and it would require very good
guarantees indeed to satisfy British distrust
of the unspeakable mandarin.

Berter informs us that Russia is favour-
ably inclined to a revision of the
Customs tariff, but that Germany awaits the
action of Great Britain and France before
giving any reply. The decision, however,
rests with the British Government. As in the case of Japan, other Powers may
negotiate new treaties or tariffs, but they
are not likely to come into operation, any
more than did the new American Treaty
with Japan, until Great Britain has first
been reckoned with. There is no reason
why the British Government should put
themselves out of the way to oblige China
and increase her revenue. Considering that

more than three-fourths of that revenue is
contributed by British trade, it would be
the height of folly to tax that trade for the
enrichment of a Government that has un-
iformly and insistently shown nothing but
bad faith, ingratitude, and meanness to Great
Britain. Such a concession should, as we
have said, not even be considered until the
present matter in dispute and demands made
by Great Britain have all been satisfactorily
arranged. When the path thus has been
smoothed, it may be found possible to come
to some workable plan whereby the com-
mission asked by Li Hung-chang may be
made.

It will be remembered that a Reuter's
message, dated the 18th June, stated:—"Li
Hung-chang denies the existence of a
secret treaty between China and Russia,
but admits that a Russian railway will be
built through Manchuria." In the tele-
gram dated 23rd August, Reuter learns
that Li Hung-chang has made no con-
cessions to Russia, but that he has favoured
a junction of the Amur lines with Man-
churia. No Convention had been signed
and no port ceded to Russia." The latter
statement is undoubtedly confirmatory of
the first, and we may take it for granted
that, if no treaty on the subject has been
signed, it has been agreed between the two
countries that their railway lines shall meet.
This is pretty plain to the most casual
observer of events in the Far East. The
eastern terminus of the Trans-Siberian Rail-
way is therefore not to be Vladivostok, but
some Chinese, or rather Manchurian, port
on an unfrozen sea. Vladivostok may be
good enough for an arsenal and a rendezvous
for the vessels of the Pacific Squadron. In
the summer, when its climate fits it, to
become a sanatorium for the troops, but
it is not an ideal position for the terminus
of a vast railway from Europe. The Rus-
sians are not prepared to demand all they
want at the moment, but they certainly
have long indulged the hope that their new
great high road across the empire will have
as well as strong fortresses capable of keep-
ing open communication by sea the whole
year through. There may have been no
Convention signed, and it is possible that
Li Hung-chang may really think that
Russia only desires to connect the Trans-
Siberian Railway with the Chinese system
in Manchuria, which at present consists of
the branch line from Tientsin to Shantun-
kuan. We have said he may think this,
but we credit him with greater perspicuity.
He must be very blind if he imagines that
Russia will ever be content to have the Pacific
end of her great railway in a foreign
country. Whether the terminus be in
Korea or Manchuria, it will assuredly pass
into Russian hands. The probability is
that the austro-Viennese forces, thus
but with the characteristic procrastination
and fatigues of his race he hopes that reuni-
tions some fortuous development of events
may occur, as in the case of the retrocession
of the Liaotung peninsula to China by
Japan, to prevent this disaster. For disaster
it would necessarily be to China, as Peking
would then inevitably fall under the
influence of Russia, and China would lose the
very semblance of independence. "Suffi-
cient unto the day is the evil thereof," is
unfortunately, the motto of more statesmen
than those of Peking, and at the present
moment most European statesmen
seem incapable of looking forward or work-
ing for the future. France especially has
given herself over into the keeping of her
big ally, whom she fatuously worships, and
is ready to do anything that the wisdom of
the Bear may suggest. Great Britain has
no wish to stand in the way of any laudable
ambition of Russia, but, as the designs of
the latter seem to be dictated by distrust,
not unfriendliness, it is necessary for
British statesmen to keep on the alert to see
that in the prosecution of Muscovite designs
British interests shall not suffer.

The P. & O. steamer *Hindoo* left Bombay
for this port on the 22nd instant.

A new morning paper has been established
at Shanghai called the *Shanghai Daily Press*.

The steamer *Suzhou*, from Calcutta and
Straits, left Singapore for this port on the 24th
instant at 5 p.m.

A Fernandes telegram of 25th July reads—
Barque *Andres Bickerne*, Cardiff for Pernambuco,
totally lost by fire at sea. All on board saved
and landed at Fernandes.

At Shanghai on the 21st August a foreigner
was severely bitten by a mad dog. Three of
four natives were also bitten by the animal,
which was afterwards killed.

A Cape Town telegram of 26th July reads—
Barque *Haddon Hall*, Manila for London, was
in a dangerous position near Agulhas. Coast-
ing steamer rendered assistance.

Lokin is to be levied on rice exported from
Wuhu, the reason being that the provincial
Government have been called upon to contribute
funds for the national debt charges.

The China Mutual Steamer *Oanda*, from
Glasgow and Liverpool, passed the Gauail on
the 21st inst., and may be expected to arrive at
Singapore on or about the 10th proxime.

A special telegram from Peking to the N.C.
Army News states that there is no truce in the
report that Wu Ting-fang (Ng Choy) has been
appointed Chinese Minister to the United
States, etc.

We (i.e. Daily News) learn with great
regret that never has been received of the
death of the Bitter C. von Boleslawski, who was very
popular here as Austro-Hungarian Consul in
the seventies, and was recently appointed Min-
ister at Peking for Austria-Hungary.

The outer edge of a typhoon was experienced
at Kobe on the 18th inst. A strong lumen
and a heavy gale came to grief, and
some small boats were blown down, but on the
whole the damage was not very serious. All
the steamers in port had steam up and several
shifted their anchor.

A Tokyo press despatch states that the laying
of the submarine telegraph cable, intended for
Kagoshima and Formosa, had been suspended
as far as Okinawa, and has been suspended with
indefinite results. The work beyond Okinawa
has been postponed to March next, on account
of the dangers of the monsoon season. The
work will, however, be resumed as early as
possible.

The Mercury says—In Peking nothing is
not improving. The Emperor is apparently in
the full vigour and health for nothing in the
political programme. The Empress Dowager
has succeeded in getting him from the counsels
of the only two men his old tutor Sun and
Weng, who were capable of exciting his languid
intellect, and now rules alone. Even Peking
is scandalized by the irregularities and extra-
vagances of her Court.

The name of the British Merchant Marine
Commission has been removed to No.
4, Blue Buildings.

Owing to the threatening state of the wea-
ther yesterday Mr. Ballion's garden party was
postponed until to-morrow.

The following appointments are notified in
the London Gazette—Mr. Octavius Johnson,
to be His Majesty's Consul at Kuklung; Mr.
Edward Leamont, Bang Alian, to be his
Majesty's Consul at Kiangchow; and Mr.
Frederick Samuel Augustus Bourne, to be his
Majesty's Vice-Consul at Pagoa Island.

Wo Nagasaki Shipyards (Ltd.) informed what
may be considered sufficient authority that
the *Tsukio* has been purchased by the
Otoke Shosen Kankai and is to be placed upon
the Ferriesman line. She is to be handed over
to her new owners in the course of a few days.
The vessel was built in Germany in 1890, is of
1,430 tons gross, 224 feet long, 70 ft. wide,
and 10 ft. deep, and is to sail on October 1st.

Mr. J. S. Von Baran, the legal agent for the
O. & C. Company, has received information
that the *Gulf* will come to Hongkong to be
fitted after undergoing temporary repairs at
Nagasaki. There is only one look at Nagasaki
and this can be spared only sufficient time
allow the vessel to temporarily pass. She
is to be handed over to her new owners in
the course of a few days. The vessel was built
in Germany in 1890, is of 1,430 tons gross, 224
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sail on October 1st.

From Canadian papers we learn that for
June 1896 the gross earnings of the C.P.R.
amounted to \$1,637,221, and working expenses
to \$1,043,217, net profits, \$624,004. For the
first six months ending June 30th, the figures
are as follows: Gross earnings \$3,151,627;
net profits \$624,215; total, 10 per cent.
For the six months ending June 30th, 1895,
there was a net profit of \$8,538,894.
The gain in net profit over the same period last
year is therefore for June \$22,104, and from
January 1 to June 30, \$370,113.

The date of opening the Canal of Man-
churia has been fixed for October 1st. The
construction of the canal is to be carried out
by the Chinese Government, and the work
is to be supervised by the French engineer
M. Léonard. The Chinese Government
will be responsible for the cost of the
construction, and the French Government
will be responsible for the cost of the
supervision.

The following statement is made by the
French Government:

"The French Government has decided to
confer upon the Chinese Government the
right to construct a canal in the province
of Manchuria, and to grant to the Chinese
Government the right to manage the
canal, and to regulate its traffic."

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The following statement is made by the
Chinese Government:

THE BRITISH NIPPER.

Twenty 16th August
Marine insurance up to date from
the "British Nipper." The
Rate is four or five inches higher than it has
ever been, and that the current is running two or
three knots faster, we are able to furnish,
through the courtesy of the Harbour Master,
Mr. Sessel, and others, all taken from correct
records, the river's actual height since 1891,
and its fastest current since 1892.

The following figures are taken from the
first tide gauge which was installed at the Har-
bour Master's office, which its readings are
taken and registered every two hours night and
day (we do not mean that those figures show
the depth of the river at any time, but that they
simply record its rise and fall from the gauge
fixed to the Bund). The strength of the
current is determined by the usual, though often-
faded, red log and anemometer, from a boat
anchored mid-stream.

Year. Month. Highest. Fastest.
ft. in.

1891. August. 10. 4 No record.

1892. September. 15. 5. 3 Knots.

1893. July. 15. 9. 3 "

1894. August. 15. 10. 5 "

1895. June. 15. 10. 4 "

The bed of the river in the upper reaches is
scouring out so rapidly that steamers are al-
most certain to be able to reach the Bund in
three or four weeks time; alongside the Mo-
nastery there is twenty feet of water, whereas
a few weeks ago he was aground. These
events will all welcome.

No news information is to hand as to where the river has burst its banks, excepting
the height of the Tsin-tin head, which has a
breach of about three hundred yards, conse-
quently the water is pouring into the country
and devastating the fine crops for miles. The
two fire and lighter steamers are safely stowed
away in a field of Kao-hing below this breach;
having been driven down by the rush of water.
So far water appears on the plains on this
side of the river.

Boats arriving here from Peking and other
places north have made a hole for Tiantou, sim-
ply crossing the river where it has left in
their course. The low roads in the country
round Tong-chuan and Shan-hai-kuan are flooded
and have now become rivers; but no grave
fears need be entertained for the crops, as the
natural elevation of the land will soon run the
water off.

On Sunday last, August 24th, the rainfall in
Tien-tou registered 2.32 inches.—*Peking and
Tientsin Times.*

LADY FREMANTLE'S DOG.

The following extract, a copy of Lady
Fremantle and her dog, taken from the
Lady's *Picture*, may interest some of our
readers.—The much-travelled dog of a much-
travelled mistress is the little aristocrat named
Kew Pow Chin, but known to his English friends as Skittles. The way in which he got the strange
name is as follows:—Skittles is the nickname of his little
boy, Will, Lord Fremantle's post-
husband, Admiral the Hon. Sir Edmund Fre-
mantle, on the China station, an officer of the
Chinese navy, sent one of the most minute
specimens of infant fury dog-dom as an offer-
ing to the wife of the English Admiral. The
letter which accompanied the tiny stranger on
board the flag-ship was a written example of
"English as she is spoke," and contained dis-
cussions on the best method of getting
a specimen to Kew Pow Chin. "The dog
will be able to learn any kind of skill before his
father knows all about it," wrote the Chinese
dowager, and the expression so took the fancy of
the captain of the flag-ship that he said at once
"Oh, you must call him Skittles." There was
something in the name which stuck, for though
Lady Fremantle called her new pet Chin, and
for this time did not recognize the appellation
of Skittles, in the end all gave way and
adopted the already generally used English
term.

Not long after Skittles came into possession of
his English mistress, Sir E. and Lady Fre-
mantle went to stay with the Governor at
Singapore and there her tiny pet was the
innocent cause of much excitement. The
Governor, who had bought the ship, said to his
friends, "I must buy this dog, I am afraid he
will be able to learn any kind of skill before his
father knows all about it," wrote the Chinese
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of Skittles, in the end all gave way and
adopted the already generally used English
term.

That night there was a large dinner-party to
welcome Sir Edmund and Lady Fremantle
to the station. As the latter was crossing the
hall to the dining-room—on the arm of
one of the waiters, who should have been occupying
a central position on the floor—but the minutes
spent in the toilet, bathing, doggy life
which followed to the little silk-haired pup,
whose bright eyes were regarding his
uplifted finger with inquiry, but without the
faintest shadow of apprehension. Lady
Fremantle stepped into the room, and the
waiter who was holding the pup said, "Dogs are
not allowed on the island," continued the host, "and
my guests are expected to set an example to
the law-abiding population." "Then why
was the natural question, "Did not Mr.—tell
me so?" I had not an idea I was breaking the
law in bringing Skittles with me!" The matter
was at length arranged by the unbroken little
stranger being sent out into the outer room,
and being allowed to wander at will on account
of an account to wander abroad during his stay.

The business of the above Bank is conducted
by the HONGKONG AND SHANG-
HAI BANKING CORPORATION. Rules
of application, INTEREST on deposits is allowed at 31
Per cent. per annum. Deposits may transfer at their option
of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT of 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st August, 1895.

INTIMATIONS.

IRON & PERUVIAN BARK BISLERI

(PEIRO CHINA BISLERI)

A LIQUOR STOMACHIC Recidivist, Antiphlogistic, having IRON and CHINA
for its basis. RECOMMENDED by Medical Authorities.

It may be taken by itself or with Pure or Mineral or Soda Water.

FERNET BRANCA

A LIQUOR composed of Vegetable Ingredients. Prevents Indigestion and STRONGLY
RECOMMENDED to people suffering from INTERMITTENT FEVERS or VOMITS.It may be taken by itself or with Pure or Mineral or Soda Water, and with Coffee or
Wine.

SOLE AGENTS—

U. NERVENGA & CO., No. 38, STANLEY STREET, Hongkong.

1897.]

HONGKONG

W. ROBINSON & CO.

150 PIANOS FOR
HIRE OR MONTHLY
PAYMENTS.PIANOS REPAIRED
EQUAL TO NEW—
WORK WARRANTED.TUNING BY
EXPERIENCED MEN ONLY.SECOND HAND
PIANOS CHEAP."POPULAR" AND
"CASHMERE" MODELS
\$300, \$350—\$385.5 & 6 Oct. PIANOS
\$175—\$225.ALL GUARANTEED
FOR CLIMATE.ILLUSTRATED
CATALOGUE FREE.MUSIC, STRINGS, AND
MUSICAL INSTRUMENT.

"SINGAPORE"

1897.]



"Apollinaris"

"THE QUEEN OF TABLE WATERS."

First in Purity.

BRITISH MEDICAL JOURNAL.

"Has a charm which makers of
artificial aerated waters do not even
dream of."—MORNING ADVERTISER.

SOLE AGENTS:

CARLOWITZ & CO., HONGKONG, CANTON, SHANGHAI, TIENSIN AND HANKOW

BANKS

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL \$1,000,000.
SUBSCRIBED \$500,000.

HEAD OFFICE—HONGKONG.

COUNCIL OF DIRECTORS:
D. GILLIES, Esq. CHOW TSU SHANG, Esq.
E. ST. OLEPORT, Esq. KWAN HOI CHUNG, Esq.
CHAN KEE SHAN, Esq.

Chief Manager: GEO. W. PLATTAIR.

Interest for 12 Months Fixed 5%.

Hongkong, 17th November, 1895.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL \$1,500,000.
SUBSCRIBED \$1,125,000.
PAID UP \$1,025,000.

HEAD OFFICE—LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at
the rate of 2% per annum on the Daily balance.

Or FIXED DEPOSITS—

For 12 months 4%.

6 " 3%.

3 " 2%.

J. W. E. TAYLOR,
Manager, Hongkong.

Hongkong, 8th July, 1895.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANG-

HAI BANKING CORPORATION. Rules
of application.

INTEREST on deposits is allowed at 31

Per cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT of 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

T. JACKSON,
Chief Manager,

Hongkong, 1st August, 1895.

THE CHARTED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID UP \$1,000,000.
RESERVE FUND \$600,000.
RESERVE FUND \$430,000.INTEREST allowed on Current Account at
the rate of 2% per annum on the Daily balance.

On Fixed Deposits—

For 12 months 2%.

For 6 months 3% per Cent. per annum.

For 12 months 4% per Cent. per annum.

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000.
RESERVE FUND \$6,000,000.
RESERVE LIABILITY OF PROPRIETORS \$10,000,000.COUNCIL OF DIRECTORS:
A. MCGREGOR, CHIEF CHAIRMEN,
St. C. MICHAELSON, Deputy Chairman,
Hon. J. J. BELLINGER, Esq., J. K. KNIGHT, Esq.,
G. B. DODD, Esq., D. E. SKEWES, Esq.,
R. M. GRAY, Esq., CHIEF MANAGER,
Hongkong, 17th August, 1895.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2% per
Cent. per annum on the Daily balance.

Or Fixed Deposits—

For 3 months 2% per Cent. per annum.

For 6 months 3% per Cent. per annum.

For 12 months 4% per Cent. per annum.

T. JACKSON,
Chief Manager,

Hongkong, 17th August, 1895.

SHIPPING REPORTS.

The British steamer *Myrrhion*, from Foochow

23rd August, had two weather, and N.E. wind

The British steamer *Glaucus*, from Liverpool

19th August, had moderate breeze

and fine weather throughout.

VESSELS PASSED ANJER.

Aug. 24. British ship *Malabar*, McNeil,June 24. British ship *Batavia*, Young, Jr.Aug. 24. British ship *Mauritius*, Young, Jr.Aug. 24. British ship *Surprise*, McNeil,Aug. 24. British ship *Surprise*,

VESSELS ON THE BERTH

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES

VIA INLAND SEA OF JAPAN.

THIS attention of passengers is directed to the very chearful service rendered by this Line to the Pacific Coast of the United States and Canada and to Europe.

HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table

DOCK AND STEWARDESS ON BOARD.

HONGKONG TO NEW YORK \$350.

The Railroad travelling in record to none of the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may be had by our first class ATLANTIC MAIL LINE.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

BRASSAIK 3,601 | Wednesday | Aug. 26.

TADOMA 2,549 | Thursday | Sept. 3.

VICTORIA 3,167 | Monday | Sept. 31.

OLYMPIA 2,668 | Friday | Oct. 9.

BRASIL 3,601 | Tuesday | Oct. 27.

THE Steamship

"BRAEMAR."

Captain E. Porte sailing at 3 P.M. on WEDNESDAY, the 26th August, instead of as previously advertised, will proceed to VICTORIA, B.C., and TADOMA, Wash., via AMOY, FOOK-HOW, SHANGHAI, KOBE, and YOKOHAMA.

Passenger Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Congular Invoices of Goods for United States

Points should be in quadruplicate, and one copy

should be sent forward by the steamer to the care

of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Passenger Bills of Lading issued to Japan,

Pacific Coast Ports, and to Canadian and

United States Ports.

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